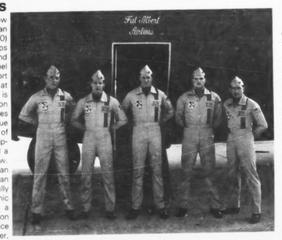
BLUE ANGELS MAINTENANCE CREW

Since 1946 more than 190 million spectators throughout the world have had the opportunity to view the flawless aerial expertise displayed by the United States Navy Flight Demonstration Squadron — the Blue Angels. The same degree of precision, discipline, teamwork and professionalism exhibited by the six demonstration pilots is also reflected by the elite 75 man Blue Angels Maintenance Crew. Virtually all of the specialized aviation ratings in the Navy are represented in the squadron. Hundreds of years of training, education and experience are represented by the Blue Angels maintenance crew. Like the pilots, each of these high skilled technicians is selected to the squadron after an intensive screening process. Being a Blue Angel requires an individual with character; a person who is willing to place the successful completion of the squadron's mission above all else. The Blue Angels have never cancelled a flight demonstration because of maintenance difficulties.

FAT ALBERT AIRLINES

In the course of a complete show season, the Blue Angels fly more than 140,000 miles. A Lockheed (C-130) transport, operated by a Marine Corps crew consisting of three officers and five enlisted men, carries the personnel and equipment necessary to support the Flight Demonstration Squadron at each show site. "Fat Albert," as it is affectionately known to the squadron has flown the equivalent of 70 times around the world in support of the Blue Angels. A normal load consists of 25,000 pounds of sophisticated equipment, 30,000 pounds of fuel and a highly specialized maintenance crew. With a crew of five, Fat Albert can cruise at a speed of 320 knots at an altitude of 27,000 feet and is fully equipped with the latest electronic instruments, weather radar, and a doppler navigation system. Four Allison turboprop engines, which produce more than 16,000 shaft horsepower, provide the C-130 with more than adequate take-off and cruise capability. The C-130 assigned to the Blue Angels wears the distinctive color scheme found on no other aircraft of its type.



FAT ALBERT FLIGHT CREW

THE NAVAL AVIATION TEAM — A SPECIAL BREED

Throughout the world few people have known the thrill of guiding a sleek jet aircraft into the skies. Navy people who fly are a special breed. They enjoy close personal and professional ties because of the excitement and adventure they share. Pride, professionalism and performance are the qualities that characterize a Naval Aviator and a Naval Flight Officer — the Naval Aviation Team.

Both receive the same initial training at Aviation Officer Candidate School in Pensacola, Florida. Then each branches out into specialty training that combines them into one of the most effective forces of any of the military services — Naval Aviation.

As a Naval Aviator, you will experience the adventure that builds up to the big test — the dream and anticipation of flying solo, instrument flying, night flying and air combat tactics are all part of the adventure, too. But the ultimate thrill comes the first time you land your jet onto the deck of an aircraft carrier at sea. You will have joined a select group in which only Navy-trained pilots can boast of membership. Just as Naval Aviators are trained to fly certain types of aircraft from carrier jets to land-based patrol aircraft to helicopters, Naval Flight Officers (NFO's) are trained to perform certain duties as part of the flying team. They are experts in the complex aircraft tactical and communications systems on which a mission success depends. As an NFO you become a radar intercept officer, bombardier-navigator, tactical coordinator, or specialize in airborne electronic warfare. Just as the NFO backs up the pilot, the pilot backs up the NFO. They're partners in flight. This means Teamwork.

If you are physically qualified, aeronautically adapted, have a degree from an accredited college or university, are within 15 months of graduation, you can apply to the Naval Aviation Team; the kind of life that only those who fly Navy can know. Part sea, part sky, part land — and all adventure.

Expertise in aircraft is not all flying. A special part of the aviation team are the specialists who keep our modern jet planes and helicopters in peak condition. Many aviation-related positions are available for enlistees that demand technical and managerial responsibilities. Approximately half of the Navy is aviation, the majority are enlistees who are necessary to roundout the Navy team.

For more information on the many opportunities the Navy has to offer, call the Navy's toll-free information hotline, 1-800-327-6289. (In Florida, call 1-800-432-1884. In Alaska, call collect 227-5351. In Hawaii, dial 546-7540.)

Commanding Officer
Flight Leader
Plane No. 1

COMMANDER GIL RUD, USN

Gil, raised in Portland, North Dakota, graduated from North Dakota State and enrolled in Aviation Officer Candidate School earning his wings of gold in December 1968. During his Naval career, Gil has served tours with the "Black Diamonds" of VA-216; the "Barn Owls" of VA-215; VA-122 as an Instructor Pilot and Landing Signal Officer; Carrier Air Wing Fourteen; Navy Recruiting District in San Antonio, Texas; VA-147 onboard the USS CONSTELLATION; VA-192, the world famous "Golden Dragons," as Commanding Officer and the Navy Military Personnel Command. He has accumulated over 4300 flight hours and 775 carrier landings. Gil took over command of the Blue Angels in December of 1985.

Right Wing
Plane No. 2

CAPTAIN MARK BIRCHER, USMC

Mark was born in Pensacola, Florida, and raised in Alexandria, Virginia. He graduated from the Naval Academy in 1976. Mark attended flight training at Naval Air Station Meridian, Mississippi and was designated a Naval Aviator in July 1978. Mark has served as an F-4 Phantom pilot with Marine Fighter/Attack squadrons 101 and 451. He was also an F-15 Eagle exchange pilot with the 461st Tactical Fighter Training Squadron and 58th Tactical Fighter Squadron. Mark joined the Blue Angels in August 1984. He has over 2500 flight hours.

Left Wing
Plane No. 3

LCDR DONNIE COCHRAN, USN

Donnie was raised in Pelham, Georgia and attended Savannah State College receiving his commission from the Navy Reserve Officer Training Program (NROTC) in 1976. Completing basic and advanced jet training in Kingsville, Texas he was designated a Naval Aviator in June 1978. He has been assigned to Light Photographic Squadron 63 (VFP-63), Fighter Squadron 124 (VF-124) for two different tours and to the "Black Lions" of Fighter Squadron 213 (VF-213). Donnie has accumulated more than 2000 flight hours and 469 carrier landings. He reported to the Blue Angels in September 1985.

Slot Pilot
Plane No. 4

LT PAT WALSH, USN

Pat was raised in Dallas, Texas, where he attended Jesuit College Preparatory School. He graduated from the U.S. Naval Academy in 1977. He completed basic and advanced jet training in Beeville, Texas, and was designated Naval Aviator in April 1979. Pat was assigned to VA-172 in Lemoore, California where he completed a Mediterranean deployment. Following shore duty at Naval Air Station Miramar, San Diego, California, January 1983 he reported to the "Gold and Lavender" Squadron Five as an Operational Test Director for F/A-18 systems. Pat has accumulated more than 2500 flight hours and 220 carrier landings. Pat joined the Blue Angels in October 1984.

Lead-Solo
Plane No. 5

LCDR CURT WATSON, USN

From Crossville, Tennessee, Curt was named All Southeastern Conference Running Back in 1969, 1970 and 1971 while attending the University of Tennessee. He played professional football with the Green Bay Packers during the 1972 season. Curt returned to the University of Tennessee and graduated in 1973. He received a commission in the U.S. Navy in 1976. After training in the A-7E Corsair with Attack Squadron 122, he reported to the "Blue Diamonds" of Attack Squadron 146 and completed two Western Pacific And Indian Ocean deployments aboard the aircraft carrier USS CONSTELLATION (CV-64). He was then assigned to Attack Squadron 127 as an Instrument and Adversary Instructor Pilot. He has more than 3500 flight hours and 320 carrier landings. He was Blue Angel Narrator in 1983, flew left wing position during the 1984 season, and was slot pilot for the 1985 season.

Opposing Solo
Plane No. 6

LT DAVID ANDERSON, USN

David was born and raised in Savannah, Georgia and graduated from the University of Georgia with a Bachelor of Science Degree in Political Science in 1977. Entering the Aviation Officer Candidate School in Pensacola, Florida, he was designated a Naval Aviator in July, 1978. After completing training for the A-6E Intruder in Oceana, Virginia, he reported to the "Tigers of Attack Squadron 65 (VA-65) aboard the USS EISENHOWER (CVN-69) where he completed cruises to the Indian Ocean, Mediterranean, North Atlantic and Caribbean. In April 1982, he reported to Attack Squadron 42 (VA-42) as Flight Instructor and Head of Carrier Qualifications. David has accumulated more than 2700 flight hours and 440 carrier landings.

Narrator
Plane No. 7

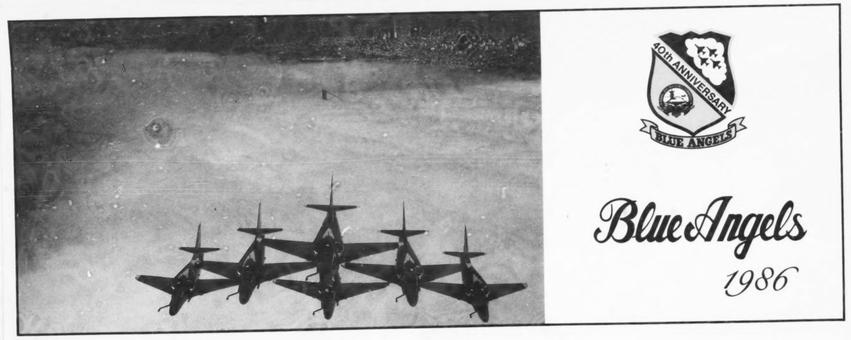
LT WAYNE MOLNAR, USN

Wayne was raised in Mount Dora, Florida, attended Lake Sumpter Community College and Florida State University graduating in 1976. Enrolling in Aviation Officer Candidate School, he was commissioned as a Naval Officer in 1978 and completed jet training at Naval Air Station Chase Field in Beeville, Texas, receiving wings in 1980. He has served with Fighter Squadron 124 (VF-124) and the "Bounty Hunters" of Fighter Squadron Two (VF-2). Wayne joined the Blue Angels in September 1985 and has accumulated more than 1800 flight hours and 175 carrier landings.

Events Coordinator
No. 8

MAJOR BILL CAMPBELL, USMC

Bill was raised in Newport, North Carolina and graduated from East Carolina University. Bill obtained a commission in the Marine Corps through the Platoon Leader Course (PLC) Aviation program. He received his Naval Flight Officer wings of gold in April 1973 and has been assigned with Marine Fighter Attack Squadrons 122, 212 and 323 flying the F-4 Phantom. In August 1982, Bill was assigned to Naval Maintenance Training Detachment 1038 to initiate the maintenance training program for the F/A-18 Hornet aircraft. He was also assigned as an instructor with the "Rough Riders" of VFA-125 flying the TF/A-18. Bill has more than 2800 flight hours and 140 carrier landings. Bill joined the Blue Angels in October 1984.



Maintenance Officer

LT JIM ANDERSON, USN

Jim was born and raised in the greater Chicago Area and enlisted in the Navy in August 1965. He earned an Associate of Arts Degree in Computer Engineering Technology after participating in the Navy's Associate Degree Completion Program (ADCOP). During his first assignment to the Blue Angels as an Aviation Electronics Technician, Jim was commissioned as a Limited Duty Officer (LDO). Jim has utilized his training on numerous aircraft including the A-4, A-7, A-3, A-6, C-130, P-2, S-2, H-3 and T-28. Jim returned to the Blue Angels in October 1984.

Flight Surgeon

LT WES ROBINSON, MC/USNR

Wes comes from Atlanta, Georgia and attended Emory University in Atlanta receiving a Biology degree in 1978. Following premed studies, he continued at Emory University School of Medicine, earning his degree in June 1982. Assigned to the Naval Institute of Aerospace Medicine in Pensacola, Florida, he received his wings as a Naval Flight Surgeon and then served tours with Harrier squadrons VMA-231 and VMAT-203. Wes reported to the Blue Angels in March 1986.

Public Affairs Officer

LT DOUGLAS HOCKING, USN

From Ocean Beach, California, Doug grew up in Tacoma, Washington, graduated from Franklin Pierce High School and enlisted in the Navy serving various tours in the U.S. and Asia. Discharged, he attended graduate school at San Diego's National University and re-entered the Navy serving with Naval Air Station Miramar as Public Affairs Officer; Commander, Navy Recruiting Area EIGHT in San Francisco, CA.; Commander, Naval Support Force, Antarctica as Public Affairs Officer and served as Media Liaison Officer at the Navy Office of Information, Southeast Atlantic Georgia. Doug reported to the Blue Angels in November 1985.

Supply Officer

LT (JG) SAM WALKER, SC, USNR

Raised in Exton, Pennsylvania, Sam attended the Pennsylvania State University receiving a Bachelors of Science in Criminology and has a Masters of Science in Business Administration from Troy State University. He was commissioned in 1983 and attended the Navy Supply Corps Officer School at Athens, Georgia. Upon graduation he reported to Strike/Fighter Squadron 113, the Navy's first fleet F/A-18 squadron where he served as Supply/Material Control Officer. During this assignment he deployed to the Western Pacific and Indian Oceans onboard the USS CONSTELLATION (CV-64). Sam reported to the Blue Angels in April 1986.

Administrative Officer

LT HANS FETT, USN

Hans was born in Hamilton, Ohio and raised in Newport Richy, Florida. He enlisted in the Navy in 1964. Starting as a Seaman Recruit, he progressed through the enlisted ranks to Chief Petty Officer and was commissioned through the Limited Duty Officer Program (LDO). His administration/management background is wide and varied, with assignments including duty at NATO headquarters in Mons, Belgium as Personnel Officer and Officer in Charge of Personnel Support Activity Naval Air Station (NAS) Cecil Field, Florida and NAS Pensacola, Florida. He was also Ships Secretary aboard the USS AMERICA (CV-66). Hans reported to the Blue Angels in February 1984.

C-130 Pilot

CAPT PETE DONATO USMC

From Watertown, New York, Pete entered the US ARMY and flew helicopters in Vietnam. In 1972 he graduated from Embry-Riddle Aeronautical University in Daytona Beach, Florida. Pete was commissioned after graduating and went to Naval Air Station, Pensacola, Florida for Primary Flight Training. After being designated a Naval Aviator, he went to Air Force C-130 training. Other tours of duty were with Marine Refueling Transport Squadron 252 with two tours to the Western Pacific as an Aircraft Commander/Instructor pilot. Pete reported to the Blue Angels in June 1983. He has more than 4800 flight hours.

C-130 Pilot

CAPT STAN GRAHAM USMC

From Pensacola, Florida, Stan graduated from the University of West Florida and received a commission into the U.S. Marine Corps in 1978. After basic training in Quantico, Virginia, he completed primary flight training in Pensacola, Florida. Stan received his wings in 1979 and was transferred to Marine Refueling and Transport Squadron (VMGR) 252 at Marine Corps Air Station Cherry Point and was designated an Aircraft Commander/Instructor in the C-130. Stan joined the Blue Angels in November 1984 and has more than 2400 flight hours.

C-130 Pilot

CAPT MIKE MULLALLY, USMC

Mike, born in Charlotte, North Carolina, attended the University of North Carolina at Charlotte where he earned his Bachelor of Arts Degree in Business Administration in 1980. Commissioned a Second Lieutenant in the Marine Corps, he reported to the Basic School in Quantico, Virginia. Completing Basic Flight Training in Pensacola, Florida, he went on to Advanced Prop Training in Corpus Christi, Texas and was designated a Naval Aviator in 1981. Mike served tours with Marine Refueling Transport Squadron (VMGR) 252 and VMGR-152. Mike joined the Blue Angels in December 1985. He has more than 1500 flight hours.

McDonnell-Douglas Representative

MR. DALE SPECHT

After graduating from Kansas State University with an Electrical Engineering degree, Dale joined the McDonnell Douglas aircraft Corporation in 1959. In 1961 he was assigned as a field service representative with Air Group Eight aboard USS FORRESTAL. Subsequent assignments in that capacity included tours aboard the USS INDEPENDENCE (CV-62), USS SARATOGA (CV-60), and back to the USS FORRESTAL (CV-59). In 1969 he introduced the TA-4J into the Advanced Jet Training program. He reported to the Blue Angels in January 1975 and has provided technical and logistic support for 12 consecutive years.

PLANE TALK

The A-4F Skyhawk II is a simple, rugged, easy-to-maintain ground support aircraft with a record for longevity unmatched by any other military aircraft. It was born as a specialized high speed attack aircraft capable of carrying heavy loads of ordnance long distances. The Skyhawk II's combination of high power and light weight gives the bantam aircraft impressive maneuverability, rate of climb, acceleration and improves its short-field performance.

A Pratt and Whitney J52-P-408 turbojet engine provides 11,200 pounds of thrust. The Skyhawk can fly fully loaded with multi-mission armament from aircraft carriers and from rough combat zone airfields, as short as 4,000 feet. It includes such basic design features as nose-wheel steering, inflight refueling capability, and the McDonnell Douglas ESCAPAC zero altitude, zero speed, emergency ejection system. The A-4 has a modified delta wing for low altitude, high speed flying qualities which have earned it the unofficial titles of "Scooter", "Tinker Toy", "Mighty Midget". Its selection for the Blue Angels was based on its simplicity of design, reliability and economy.

~Best Wishes~Blue Angels~

Statue of Liberty — One hundred years old

1. Dil Rud
FLIGHT LEADER

2. Mark Bircher
RIGHT WING

3. Donnie L Cochran
LEFT WING

4. Pat Walsh
SLOT

40th ANNIVERSARY
BLUE ANGELS

5. Curt Watson
LEAD SOLO

6. J. C. Hall
OPPOSING SOLO

7. Wayne E. Thalman
NARRATOR

8. Bill Campbell
EVENTS COORDINATOR